"Drive 10,000 miles across America and you will know more about the country than all the institutes of society and political science put together." – Jean Baudrillard

This is your chance to slow down and see the country, whether in a motor home, sports car, Harley, '57 Chevy or mini-van.

Modern travelers often seek the quickest means of reaching a destination. Experience travel through the eyes of a tourist from an earlier era – savor the journey. Imagine traversing the Appalachian Mountains in a Model T Ford on a Sunday drive and returning to tell tales of adventure. Or ponder the great courage in riding a stagecoach or wagon to settle new territory



To discover your own adventure, follow the Maryland Scenic Byways Historic National Road signs posted on local routes. Use this map to stop at landmarks or wayside exhibits to uncover stories about the people who built, traveled, lived and worked along The National Road. Look for changes in the landscape as you traverse

Maryland, which reflect regional patterns of culture, geography, history, art and science. The road and its ever-changing travelers shaped the face of neighborhoods over time. See what we as a nation have become in the years since construction began on The National Road.

The byway can be driven in one or more days, with stops in Baltimore, Catonsville, Ellicott City, Mt. Airy, Frederick Hagerstown, Cumberland or Grantsville. A National Register of Historic Places Travel Itinerary, found at www.crnps.gov/nr, will help you to plan your visit. Turn back the clock and stay in one of the historic inns that housed National Road travelers in its earliest heyday or during its 20th century revival.

Additionally, the Historic National Road connects five Heritage Areas and four Arts & Entertainment Districts, which are special places to experience the many landscapes, waterways, museums, theaters, restaurants, shops, art galleries, crafts and events found along the byway. They also are a reflection of the significant efforts made by local communities to preserve and share the National Road's history, culture and natural beauty. For Marvland National Road Association membership information, visit www.visitmaryland.org/heritage/nationalroad.

Call toll-free: 1-877-2MDHNRD (263-4673)

www.visitmaryland.org Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor

HOW TO USE THIS GUIDE

THE ROAD THAT BUILT THE NATION

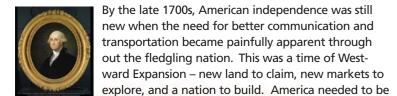
"To men who love to revive in imagination the days of the pioneers and to dwell in thought among the days that are no more – the romance of this old pathway of the nation will live on forever." – Albert Douglas, 1909

Rufus Rockwell Wilson, 1902

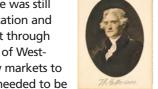
to Brownsville, PA

by horse and carriage, Frederick, MD

eration-and-a-half ago consigned



self sufficient, which meant converting new territory to farmland. Paring pioneers emigrated from the East and South and traveled west on primitive trails through the rugged Alleghany Mountains, to the wilderness beyond the Ohio River Valley.



the nation, President George Washington envisioned an improved road between the East and began The National Road. the Midwest. He did not live to see its completion. His idea was championed by President Thomas

Growing settlements in "the Ohio country" and a booming land Road" to Wheeling. ideals and federal authority into the new territory. In 1806, they than through any other channel. Freight wagons took as little as barns sprung up in towns along the road to service the travelers. lost attention and fell into disrepair. Towns along the road to service the travelers.

Maryland with Wheeling, West Virginia on the Ohio River – and so lasted six to eight weeks via waterways.

Turnpikes, built by local entrepreneurs, mostly connected Baltimore 10,000 pounds of freight over a cobblestone surface packed with to Cumberland, allowing their goods to get to market in the city. sand and gravel. Stagecoaches and carriages lumbered through

Six-to-twelve-horse teams pulled Conestoga wagons filled with For more than a century. The National Road was one of a kind. population in the East signaled new responsibilities for Jefferson. Breaking a road through the Appalachian Mountains enabled and hogs left massive clouds of dust on their long journey to mar- whistles signaled the train's arrival at the station, and that a quick- own journey through a cross section of American landscape and Congress sought to unite a diverse country to facilitate the flow of thousands of emigrants to pass through to the West more quickly ket. Taverns, inns, blacksmith shops, wagon yards, animal pens and er travel method had replaced horse-drawn carriages. The road

Knowing the commercial importance of connecting approved the first federally financed road to connect Cumberland, two weeks to travel to Wheeling, while this journey previously approved the first federally financed road to connect Cumberland, two weeks to travel to Wheeling, while this journey previously approved the first federally financed road to connect Cumberland, two weeks to travel to Wheeling, while this journey previously approved the first federally financed road to connect Cumberland, two weeks to travel to Wheeling, while this journey previously approved the first federally financed road to connect Cumberland, the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland, approved the first federally financed road to connect Cumberland road to connect Cumberlan The road was completed to Vandalia, Illinois in the early 1840s. unparalleled in political and commercial importance. No other federally funded interstate highway existed. In 1818, road builders completed the new section, "The Cumber- the ridges and valleys, at speeds of ten to twelve miles an hour, In the 1850s, steam train engines could be heard chuqqing through revival. Vacationers set off for Western Maryland's misty mouncarrying settlers to the West. Droves of thousands of sheep, cattle Cumberland. The National Road's hevday was over. Haunting tains in a tradition that continues to this day. Embark on your

1900s, a new parade of travelers trundled back and forth on its were given different names through time. Look for place routes. The two-lane National corridor, sporting the "horseless carriage". Americans fell in love names and street markers reveal- Road still threads together with the automobile, a ticket to a new adventure. Pleasure driving The National Road's earlier Maryland's Main Streets, but ing became a popular pastime. The National Road experienced a names. When Congress author-sections are now disguised as ized a road running west from US Route 40, Scenic Route 40 Cumberland, Maryland, it was Alternate Route 40 or 40A and called The Cumberland Road. culture. Ride a ribbon of highway that weaves our nation The Cumberland Road was together and experience adventure, freedom and exploration. aligned near an American Indian Trail called **Nemacolin's Path**,



of hills. "The machine growled

named for the Delaware Indian who helped open it for the Ohio Company in 1751. British General Edward Braddock's officers widened or blazed fragments of Nemacolin's Path and renamed the road Braddock's Road. Braddock's Road was The National Road's recommended route, but the slopes were too

> The new road from Cumberland bypass skirted town centers and to Wheeling inspired Maryland's widened sections of the original General Assembly to create a road linking the towns. Later, turnpike, run by private interan interim highway, US 48, was ests, connecting Baltimore and constructed from Hancock, Cumberland. The Baltimore to Maryland through West Virginia Cumberland section was designated the **Baltimore National** Pike. It combined several existing turnpikes such as the Baltimore and Fredericktowne Pike, also known as Frederick Road, the Hagerstown and Boonsboro Turnpike, and the Cumberland Turnpike. Local banks financed the pike,

steep for its maximum grades.

comprises several roads that

As trucks and automobiles

towns. Modern transportation

In the 1960s, the U.S. Route 40

which today has become

Interstate 68. US 48 was design

nated The National Freeway

reflecting its origin as part of

the old National Road and its

When you travel the Historic

follow a collection of roads,

which include Route 144.

roadbed no longer exists.

National Road today, you will

known as Frederick Road, and

portions of US 40 and Interstat

Western Maryland.

use as an express route through

and travel needs demanded

wider, straighter and faster

Interstate 68.



bove: Casselman Hotel, Grantsville The Maryland Historical Society, Baltimore, Maryland

For travel information, stop by any Maryland Welcome Center, or contact the organizations listed in this guide.

17 E. Redwood Street, 9th Floor Westminster, MD 21157 Baltimore, Marvland 21202

1-877-263-4673 www.visitmaryland.org

301-777-5132

410-659-7131

Towson, MD 21204

www.visitbacomd.com

800-570-2836

Cumberland, MD 21502

800-999-3613 www.fredericktourism.org

19 East Church Street

Frederick, MD 21701

County, Inc.

210 E. Main Street

www.carrollcountytourism.org

Tourism Council of Frederick

www.mdmountainside.com 15 Visitor Center Drive McHenry, MD 21541

301-387-4386 www.garrettchamber.com Baltimore, MD 21202 Visitor Welcome Center

www.baltimore.org Hagerstown-Washington Cour Convention and Visitors Burea 6 North Potomac Street Hagerstown, MD 21740 Towson Town Center 888-257-2600 825 Dulanev Vallev Road. www.marylandmemories.o

Howard County Tourism Cou 8267 Main Street, side entrance Ellicott City, MD 21043 800-288-8747

www.visithowardcountv.com







PHOTO CREDITS

George Washington (1732-1799), Oil on canvas by unknown after Gilbert Stuart, ca.1850; Thomas Jefferson, Small Prints; both from The Maryland Historical Society, Baltimore, Maryland; Shipways Inn Billboard, photo by Maryland State Roads Commission Courtesy of the Enoch Pratt Free Library, Baltimore, Maryland; The Baltimore and Wheeling Transportation Line Wagons, (Hayden Collection);
The Maryland Historical Society, Baltimore, Maryland; Stagecoach, in the roundhouse of the B&O Museum, 'Roads to Rails' exhibit ■ National Rd. Stage Coach Co., (reproduction based on original drawings), c.1830
Ohio Historical Society; Western Maryland Railway train arriving on ridge, c. 1916, W. J. Groeninger, Special Collections (Robert G. Merrick Archives of Maryland Historical photographs);

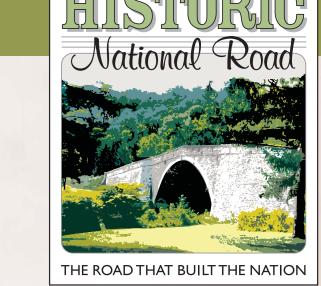
from The Maryland Historical Society, Baltimore, Maryland; Souvenir Views ■ Neff Novelty Company of Cumberland, Md.; National Highway over Historic South Mountain, Postcard,
Neff Novelty Company of Cumberland, Md.; Foggy Landscape, photo by Maryland State Roads Commission ■ Courtesy of the Enoch Pratt Free Library, Baltimore, Maryland; Between Hagerstoen & Frederick MD., Postcard, ■ Neff Novelty Company of Cumberland, Md.; What's in a name: Cumberland Narrows, Allegany County, Md, 1958 Md. State Archives, ©Marion E. Warren ■ Courtesy of the Maryland State Archives. The Archives is pleased to promote awareness of the state's heritage by supporting historical, cultural, and genealogical publications; Casselman Hotel, Grantsville, Garrett Co., MD. Hotels, Inns, and Taverns ■ rom The Maryland Historical Society, Baltimore, Maryland,

Front cover: Family paused on the National Road, c. 1920, Leo J. Beachy, Special Collections (Robert G. Merrick Archives of Maryland Historical photographs); Cover illustration- logo, Sandi McEvoy;

Map Side: Stop at Wayside Exhibits: #42 Cumberland, Middleton Evans; #11 Ellicott City, LeQuita Nichols; #33 Wilson's Store ■ Hagerstown-Washington County Convention and Visitors Bureau; #46 LaVale Tollgate House, Tim Tadder; #28 Old South Mt. Inn, Tim Tadder; #28 South Mt. Recreation Area, Dan Breitenbach; #41 Rocky Gap State Park, Tim Tadder.



Souring car with ten people posing, n.d., Leo. J. Beachy, Special Collections (Robert G. Merrick Archives of Maryland Historical photographs);
Courtesy of the Maryland State Archives. The Archives is pleased to promote awareness of the state's heritage by supporting historical, cultural, and genealogical publications





Traveling the National Road is often romanticized. A trip through the deep forests, rugged Brownsville, PA the first terrain and mysterious territory known account of a

was sure to bring an element of risk and adventure.

Here are portions of recorded memories from travelers in differ- roads in Baltimore County for ent eras. Accounts of road condi- Masterly Workmanship, the tions and experiences vary, vet Bridges & Culverts actually do most agree in their perception of Credit to the Executors of the

"This great Turnpike road is far superior to any of the Turnpike

Bridge over the Little Crossings

is positively a Superb Bridge."

among the first that wagoned on in a mill." hard times and they had some hills, especially in snow and ice, for neighborhood of Frostburg, same, the [Casselman River]

of the Little Youghiogheny River very fond of sport, and mostly

John Deets, the 1820s and 1830s take a hoedown. Every one by freight wagon, Baltimore, MD carried his own bed, and after

good times. They were generally the wheels had no rubber brakes. Maryland."

they had all the sport they want- the mountain. "The snow was hundred and fifty, heavy wagons is sure to dwell ed, they put their beds down on sometimes so deep that they had loaded with produce and merchanlong and "My brother, Michael Deets, about the floor in a circle, with their feet to go through fields and shovel dise...". Wills lodged in a "public pleasantly in four years older than myself, was to the fire, and slept like a mouse the drifts from the fences Those of us who had to go the pike. That was about the year John describes the difficulty the through the fields were three days. A macadamized road in the 19th placid meadows 1822....The pike boys had some wagons had getting down the going nine miles. This was in the century was one made of fine stretch away

BALTIMORE AND WHEELING

TRANSPORTATION

LINE OF WAGGONS.

between Baltimore and Wheeling, through in eight days time.

Two Waggons leave Baltimore every day, and the like num-ber from Wheeling. The carriage of Freight is the same as

Office in Pratt street, two doors East of Hanover street.

J. A. SIMMONDS, Agent,

HENRY WRIGHT, Agent.

Drivers would sometimes cut tried to put up where the landlord down a big tree, tie it to the hind thoroughfare between the west & especially if it be of the wagon to drag and slow Baltimore and I suppose on the taken in the green down the heavy load. Then they course of the route I must have and fragrant would drop the tree at the foot of seen a hundred, perhaps a

dust and pressed to harden.

by stagecoach

"It is macadamized and is indeed one of the finest roads in the U.S., "The journey being always good whether winter westward over or summer...It is indeed the grand the National Pike, house" on the highest point of the memory. "the Cumberland Mountains." From Frederick,

stone, compacted with sand and on either side

the National Pike to the limbo of tinted Blue Ridge looks like a abandoned things. During a recent low-lying truncated cloud trip over it, few travelers were to ...between Clear Spring and be met with. Old taverns fast falling Hancock it rivals in beauty to ruins gape on either side; and grandeur the noblest and the tollkeeper has little passes of the Sierras, ridge to do, while most of the flanking ridge until earth pikeboys are dead or and sky meet and blend bending under the in cloud and mist." weight of years.

'The coming of the railroad a gen- to the horizon line, while to

month of June.

fields of blooming buckwheat, the prettiest crop the farmer grows. to Zanesville, OH The air was cool and invigorating and the view both west and east

"We found the road up Big Savage, a grade of about 1800 feet in two miles. one of the worst on the whole trip, and a disgrace to whomsoever may be responsible for its condition.

For this there might be some excuse if it were

farms, meadows and pastures,

Early automobiles often overheated and spewing radiators were a common sight on the road.

comparatively unused, but on the up the long rocky ridges on the contrary we found it on that low gear, and sometimes, as we Saturday afternoon thronged with were in no haste to catch a train teams.... The sun was hot too and or make any particular point by a that half hour was the only one fixed hour, she would stop a bit. approaching discomfort on our not to rest but to let the boiling long ride. But when we came to water in her tank cool a little. the summit, and caught the glorious view to the west and south- down and walk on ahead, picking

west, of meadows, fields, woods, the blackberries ripening on every and piled up mountains, our dis- hand, gathering flowers or drink comfort vanished and there fol- ing from some of the many road lowed a long afternoon of unal-side springs, walled and protected loyed pleasure; up hill and down, so well by the wagoners in other through forests and mountain days that they still furnish cool and

attractive places to rest and drink

ling the National Road, placed at the top look Press, 1990.

orical accounts were piled by Merritt Ierley in

Auto repair shops were strategically

which became known as the

evolved, so did our roads and 68 where old National Road

Above: A Warning For General Braddock, Robert Griffing and Paramount Press, Inc.